

# SR 89 Recreation Corridor Management Plan

## PUBLIC WEBINAR



TAHOE REGIONAL PLANNING AGENCY | TAHOE TRANSPORTATION DISTRICT | US FOREST SERVICE

April 2, 2020

# webinar panel

Devin Middlebrook, Tahoe Regional Planning Agency

Stephanie Grigsby, Design Workshop

Mike Gabor, USFS Lake Tahoe Basin Management Unit

Michelle Glickert, Tahoe Regional Planning Agency

Danielle Hughes, Tahoe Transportation District



**DESIGNWORKSHOP**

# agenda

Welcome

Presentation

Q&A

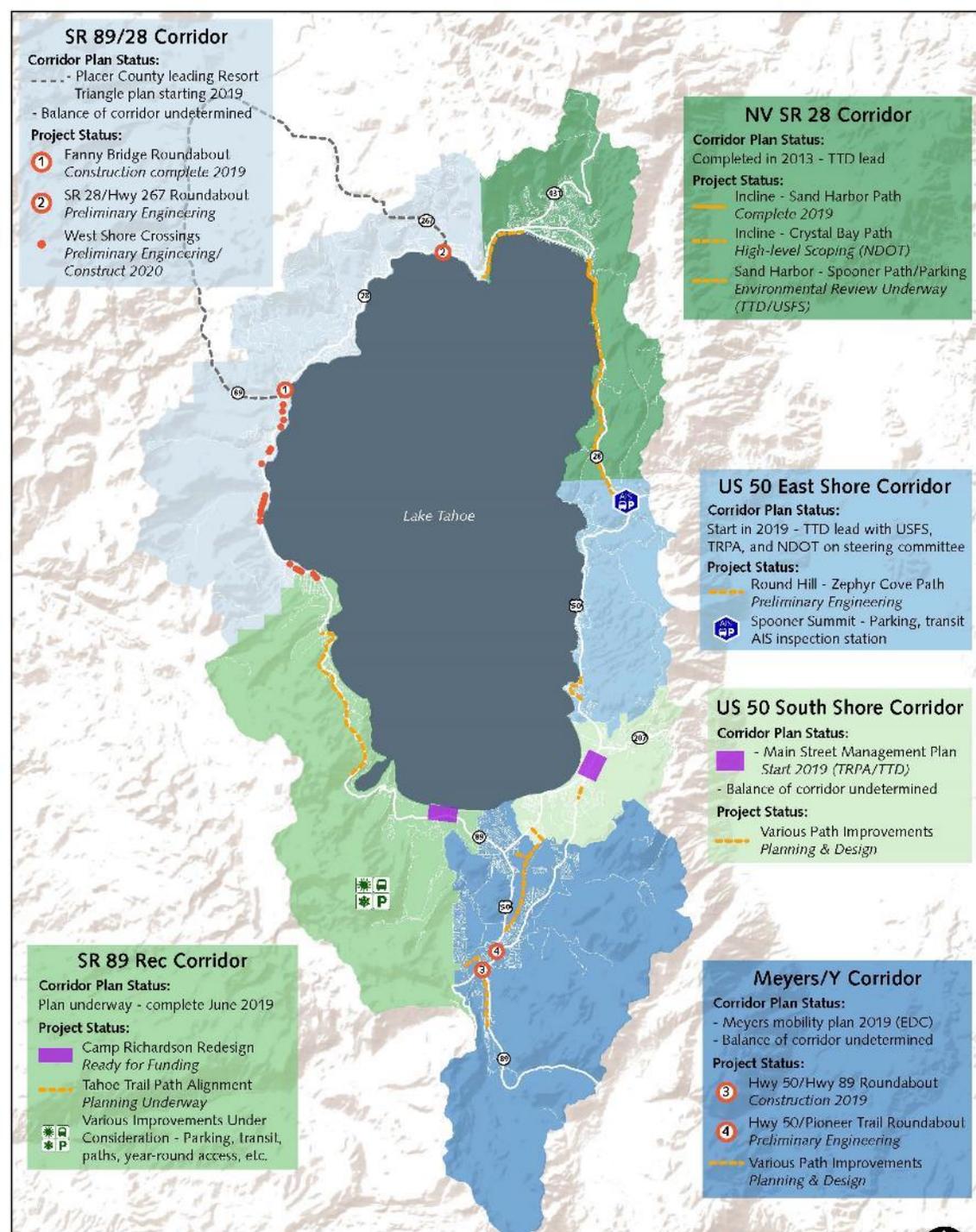
Follow Up Survey



**DESIGNWORKSHOP**

# Corridor Planning Framework

- **2013: SR 28 Corridor Plan**
  - ✓ Provided a Great Model
- **2017: Corridor Connection Plan**
  - ✓ Provided launching pad to accelerate planning
- **2018: Bi-State Consultation**
- **2019: SR 89 Corridor Plan**
  - ✓ Enhanced connection between transportation and sustainable recreation



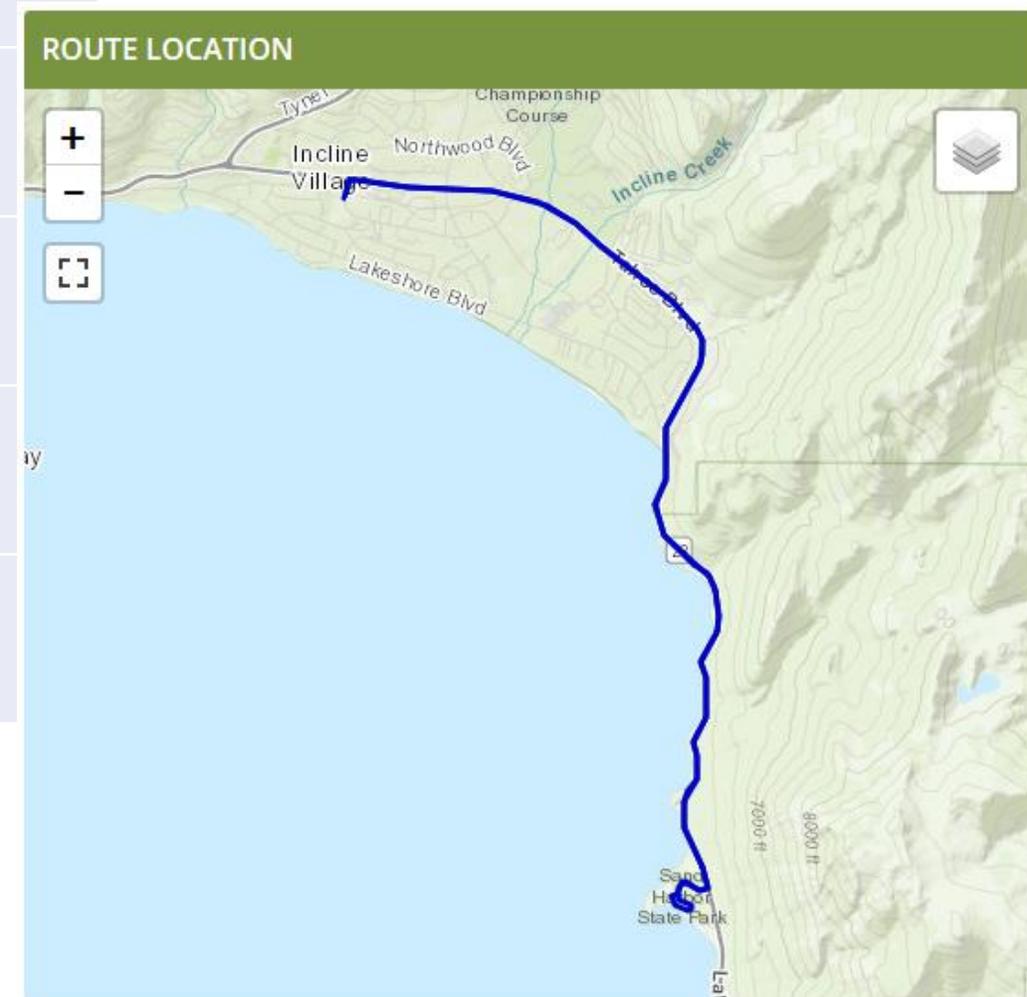
A scenic view of a paved trail with a wooden railing overlooking a lake and snow-capped mountains. The trail is paved and has a wooden railing on the right side. The background features a large lake, a forest of evergreen trees, and snow-capped mountains under a blue sky with scattered clouds.

# Tahoe Trail

- Opened June 28, 2019
- Since Opening: 220,000 + users
- More than just a trail
  - Parking Management
  - Safety Improvements
  - Water Quality Improvements

# East Shore Express

Year	Total Riders	Average Monthly Riders (June-Sept)	July Total (Peak Month)
2016	26,472	6,618	15,241
2017	23,776	5,944	13,542
2018	33,912	8,478	18,962
2019	39,354	9,839	19,996









# key issues

## **Demand has exceeded infrastructure which impacts transportation and visitor experience**

- Impacts to visitor experience
- Safety Concerns
- Increased Environmental Disturbance and Run-off
- Congestion and Traffic



# SR 89 Steering Committee



**TAHOE  
REGIONAL  
PLANNING  
AGENCY**

# SR 89 Consultant Team

DESIGN WORKSHOP | LSC | ORCA  
| KAREN MULLEN-EHLY |  
FEHR & PEERS

# involvement framework

## Policy Development

- Bi-State Corridor Planning Group
- TIE Steering Committee

## Plan Development

- Project Steering Committee
- Project Development Team
- Sustainable Recreation Working Group

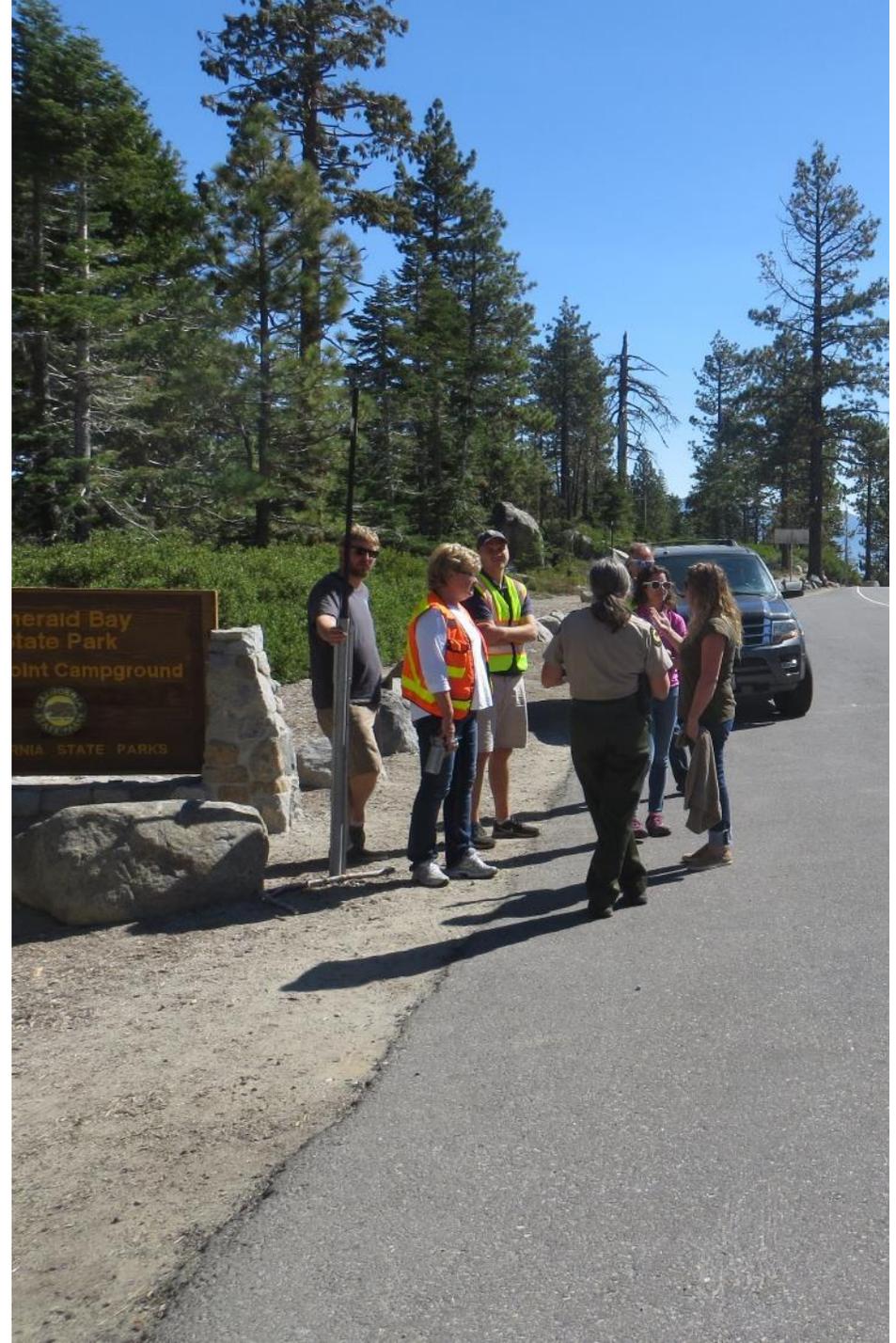
## Outreach and Stakeholder Input

- Focus Groups
- Surveys
- Stakeholder Workshops
- Public Outreach
- Engagement with private sector and HOAs



# progress update

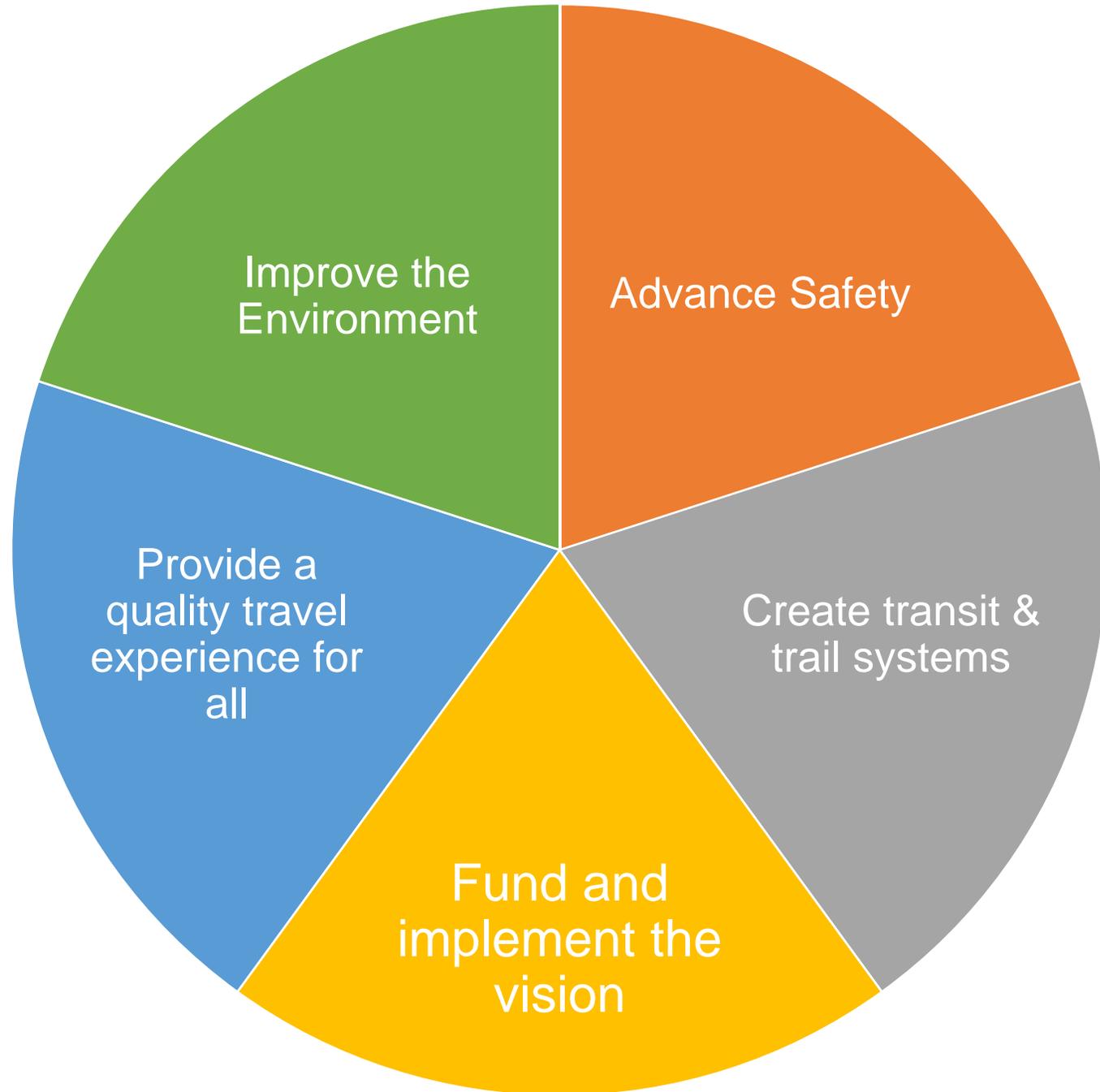
- 8 stakeholder group meetings
- 5 project team member meetings
- 7 one-on-one meetings
- 15 days of data collection
- 2 open Houses
- Existing Conditions Report
- Travel Options Analysis
- Tahoe Trail alignment site visits and secured funding



# vision

Provide a safe and seamless travel experience that **inspires every visitor and resident to walk, bike, or use transit** to access the corridor's diverse recreation offerings to **better manage congestion, enhance environmental resiliency, and allow people to focus on enjoying the special nature of Lake Tahoe's southwest shoreline.**

# goals



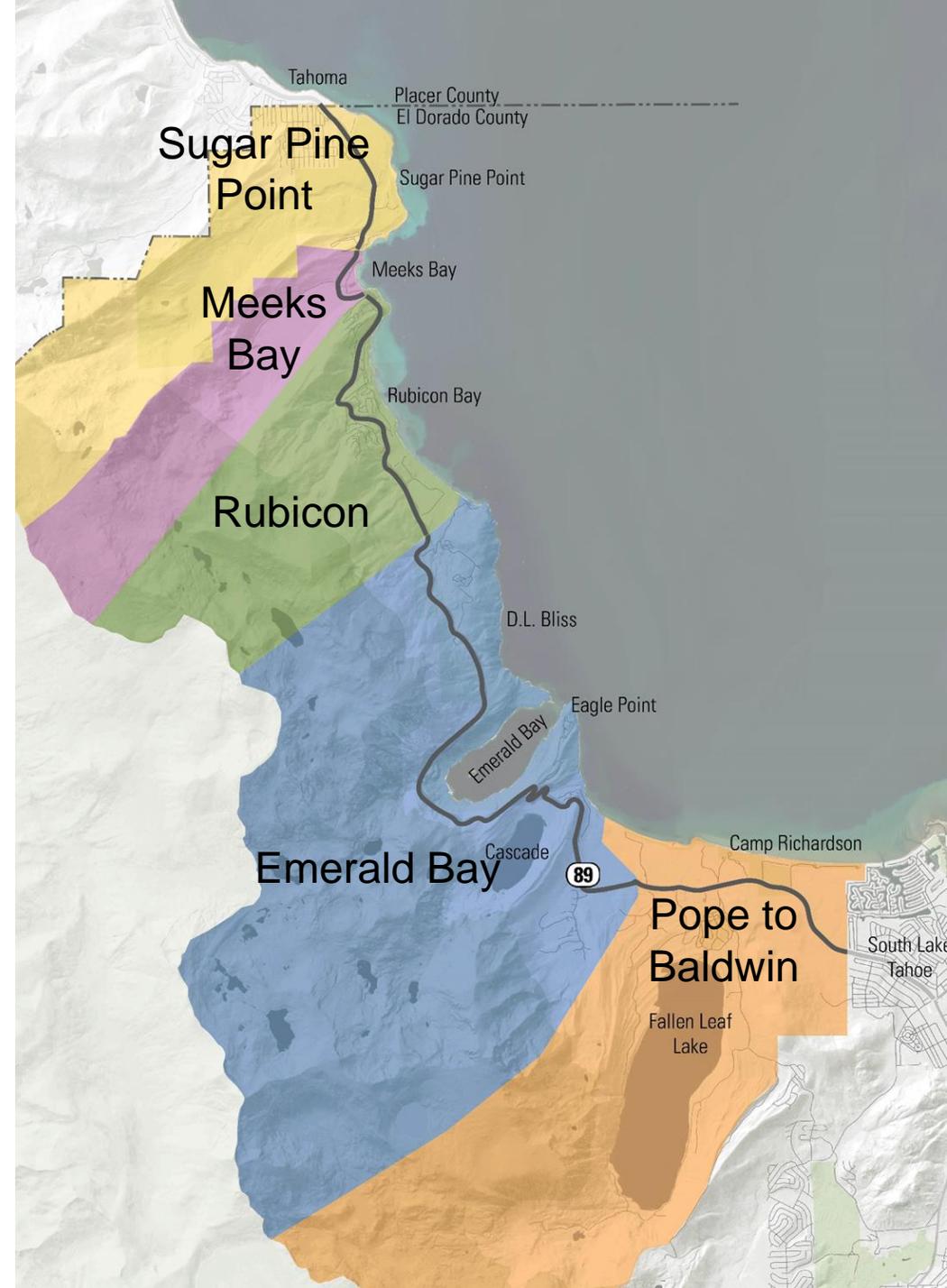
# **PROVIDE INPUT: Goals**

**What 2 goals do you feel are most important for the corridor?**

- 1. Advance Safety**
- 2. Create Transit & Trail Systems**
- 3. Provide Quality Travel Experience**
- 4. Improve the Environment**
- 5. Fund and Implement the Vision**

# data by corridor sub-area

- Parking
- Traffic
- Active Transportation
- Recreation Activities
- Experience
- Who are our Users
- Length of Stay
- Reason for Visit



# visitors & travel patterns

## WHO THEY ARE

SOURCE: 2018 SURVEY DATA

	POPE TO BALDWIN	EMERALD BAY TO DL BLISS	MEEKS BAY	OVERALL CORRIDOR
RESIDENT	17%	20%	34%	19%
VISITOR	83%	80%	66%	81%
OVERNIGHT VISITOR	86%	93%	86%	89%
DAY VISITOR	14%	7%	14%	11%

## HOW THEY ARRIVE

SOURCE: 2018 SURVEY DATA

	POPE TO BALDWIN	EMERALD BAY TO DL BLISS	MEEKS BAY	OVERALL CORRIDOR
BY CAR	82%	89%	86%	86%
BY TRANSIT	0%	2%	0%	1%
BY BIKE	9%	2%	2%	5%
WALK	4%	5%	8%	5%
OTHER	4% (Ferry/Boat or Moped)	2% (Ferry/Boat or Moped)	6% (Private Shuttle or Scooter)	4% (Ferry/Boat or Moped)

# visitors & travel patterns

## WHAT THEY DO

SOURCE: 2018 SURVEY DATA

	POPE TO BALDWIN	EMERALD BAY TO DL BLISS	MEEKS BAY	OVERALL CORRIDOR
VISIT A BEACH	45%	16% (max 50%)	44%	12%
DAY HIKING	18%	58% (18-58%)	39%	60%
ATTEND AN EVENT	18%	0%	0%	1%
BIKE RIDE	9%	0%	0%	0%
QUICK STOP TO SEE THE VIEW	0%	7% (max 18%)	0%	5%
OVERNIGHT BACKPACK TRIP	0%	8% (max 47%)	17%	9%
DRIVE AROUND THE LAKE	0%	1% (max 4%)	0%	4%

## WHAT THEIR TRAVEL PATTERNS ARE

SOURCE: 2018 SURVEY DATA

	POPE TO BALDWIN	EMERALD BAY TO DL BLISS	MEEKS BAY
NORTHBOUND DELAY	<b>23 minutes</b> West Way to Pope Beach Road	<b>29 minutes</b> Eagle Point Camp Road to Inspiration Point	-
SOUTHBOUND DELAY	<b>16 minutes</b> Baldwin Beach Road to Jameson Beach Road	<b>41 minutes</b> Vikingsholm to Baldwin Beach Road	-
COME FROM THE SOUTH & RETURN TO THE SOUTH	75%	61%	26%
COME FROM THE NORTH & RETURN TO THE NORTH	25%	32%	68%
TRAVEL THROUGH	0%	7%	5%
PARKING LOT FILLS	11:00AM @ Pope 12:15PM @ Baldwin	9:36AM @ Vikingsholm 10:30AM @ DL Bliss	9:00AM @ Trailhead Noon @ Marina
ROADSIDE PARKING FILLS	330 cars	500 cars by noon	84 cars

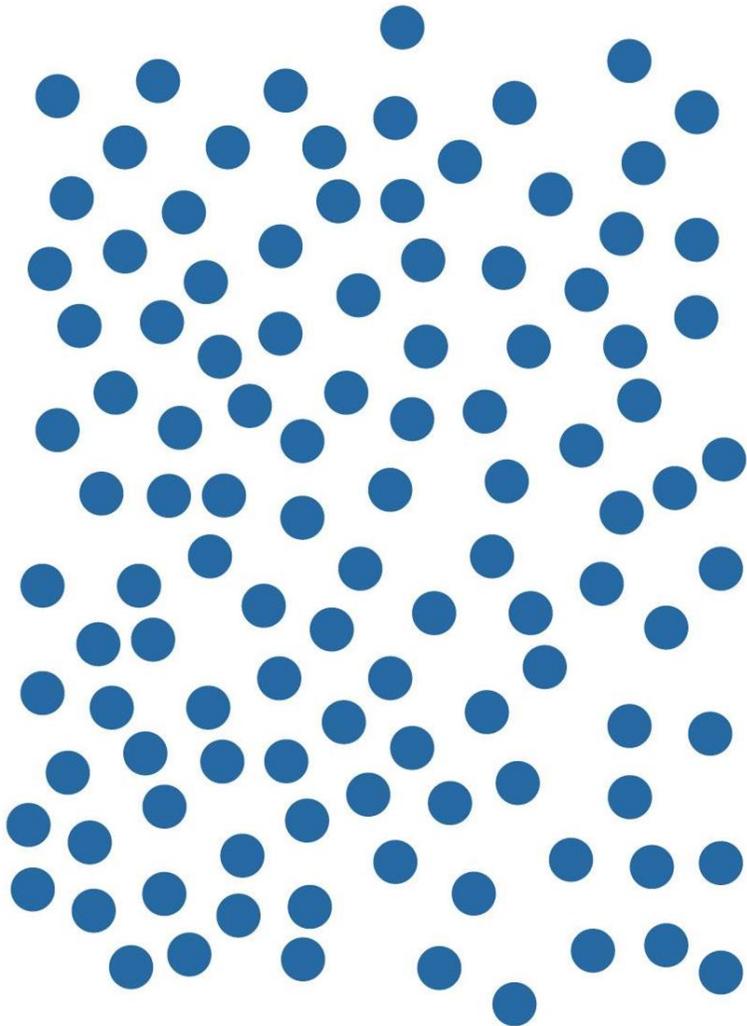
# sustainable recreation framework

- Resource Management
- Visitor Experience and Management
- Equitable Access for All
- Transit & Trails
- Parking Management
- Safety & Year-Round Access
- Technology
- Outreach & Marketing



# concepts to strategies

## CONCEPTS GENERATED BY STAKEHOLDERS & COMMUNITY INPUT



TESTED  
AGAINST  
GOALS

## CORRIDOR-WIDE TOOLS & STRATEGIES

### TRANSIT & SHUTTLE SERVICES

- Create recreation route shuttle
- Develop express route
- Frequent and convenient
- Focus on shifting visitor behavior in the Pope to Baldwin and Emerald Bay Segments

### PARKING MANAGEMENT & ENFORCEMENT

- Restrict and improve ability to enforce no roadside parking
- Leverage paid parking to fund transit
- Utilize strategies such as reservations, congestion-based pricing, time limits, & progressive pricing
- Provide access to parking lots year-round

### TECHNOLOGY SYSTEMS & INFORMATION ACCESS

- Provide real-time travel information
- Coordinate with regional and local marketing for trip planning
- Create a sense of entry to the corridor
- Provide a consistent and coordinated approach to parking management

### ACTIVE TRANSPORTATION

- Connect Tahoe Trail from Spring Creek Road to Meeks Bay
- Increase biking to recreation destinations
- Reduce congestion from pedestrian crossings
- Minimize at-grade pedestrian and bike crossings

### INFRASTRUCTURE IMPROVEMENTS

- Address road design and operations to facilitate year-round access through Emerald Bay
- Improve technology infrastructure
- Improve wildlife crossings and address
- Provide emergency pull-offs
- Improve emergency response access facilities
- Improve Fallen Leaf Lake Road

# INTERCONNECTED STRATEGIES



# **PROVIDE INPUT: Goals**

**What 2 strategies/tools do you feel are most important for the corridor?**

- 1. Transit & Shuttle Services**
- 2. Parking Management & Enforcement**
- 3. Technology Systems & Information Access**
- 4. Infrastructure Improvements**
- 5. Active Transportation**

# alternatives | how people arrive in the summer

## Alternatives by Type of Travel Experience

### AUTO DOMINANT VISITOR

- Arrive primarily by car
- Roadside parking relocated to expanded or new parking lots
- Tahoe Trail completed
- Potential management strategies in parking lots: reservations, paid parking, timed parking, congestion-based pricing, etc.
- Parking lots open in off-season & winter



### PLAN AHEAD VISITOR

- Improved transit, water transit, and bike options are available
- Over 50% of visitors arrive to Emerald Bay by transit
- Roadside parking relocated to intercept lots & some expanded parking lots
- Tahoe Trail completed
- Potential management strategies in parking lots: reservations, paid parking, timed parking, congestion-based pricing, etc.
- Parking lots open in off-season & winter

### SAVVY VISITOR

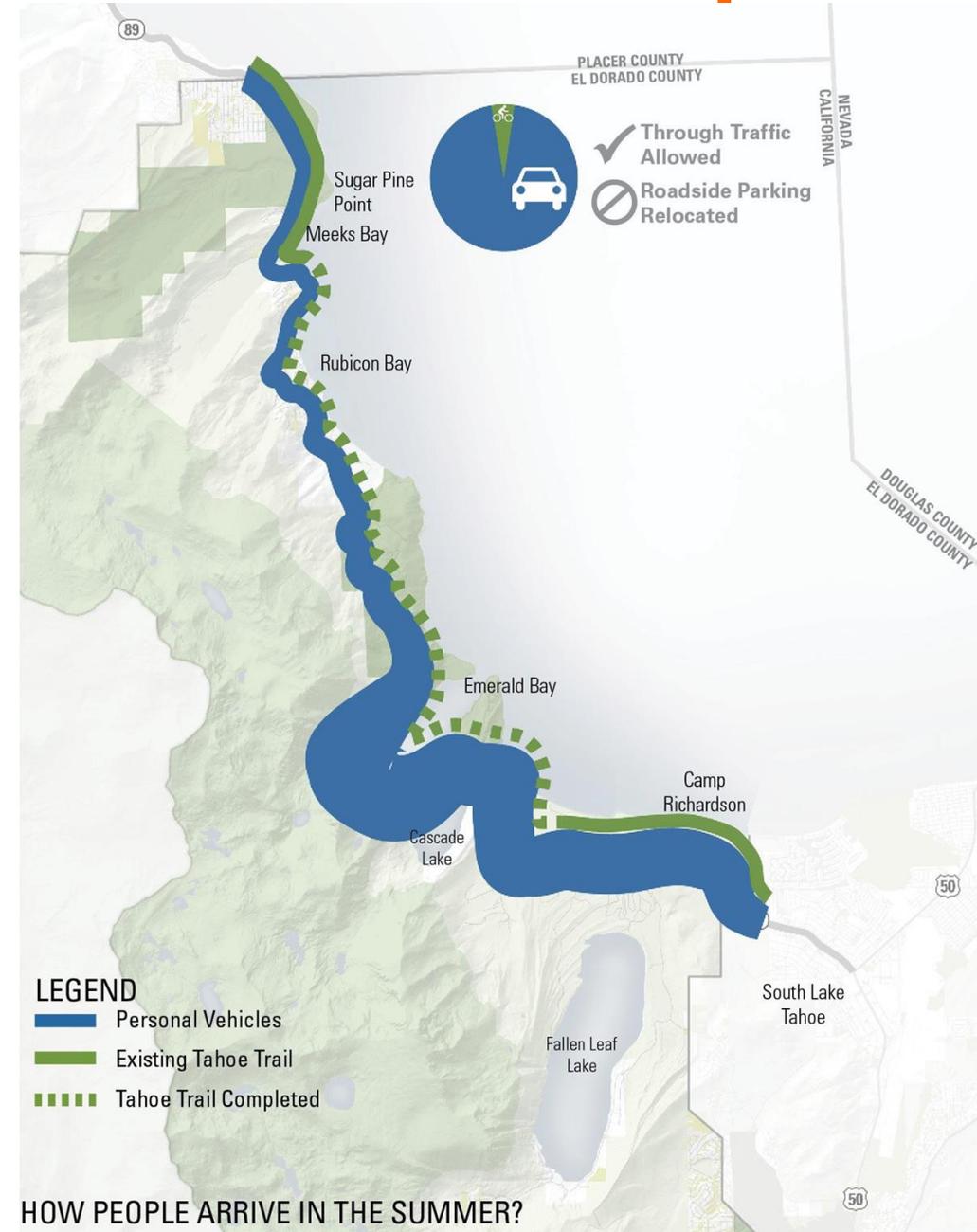
- Improved transit, water transit, and bike options are available
- Over 65% of visitors arrive to Emerald Bay by transit
- Roadside parking relocated to intercept lots & minimal expanded parking lots
- Transit & shuttles direct from accommodation areas
- Tahoe Trail completed
- Potential management strategies in parking lots: reservations, paid parking, timed parking, congestion-based pricing, etc.
- Parking lots open in off-season & winter

### CAR FREE VISITOR

- Access to Emerald Bay is by transit and bike access during the summer
- Transit accommodates Pope/Baldwin visitors who would have otherwise parked along the highway
- Improved transit, water transit, and bike options are available
- Roadside parking relocated to intercept lots & no expanded parking lots
- Transit & shuttles direct from accommodation areas
- Tahoe Trail completed
- Potential management strategies in parking lots: reservations, paid parking, timed parking, congestion-based pricing, etc.
- Parking lots open in off-season & winter



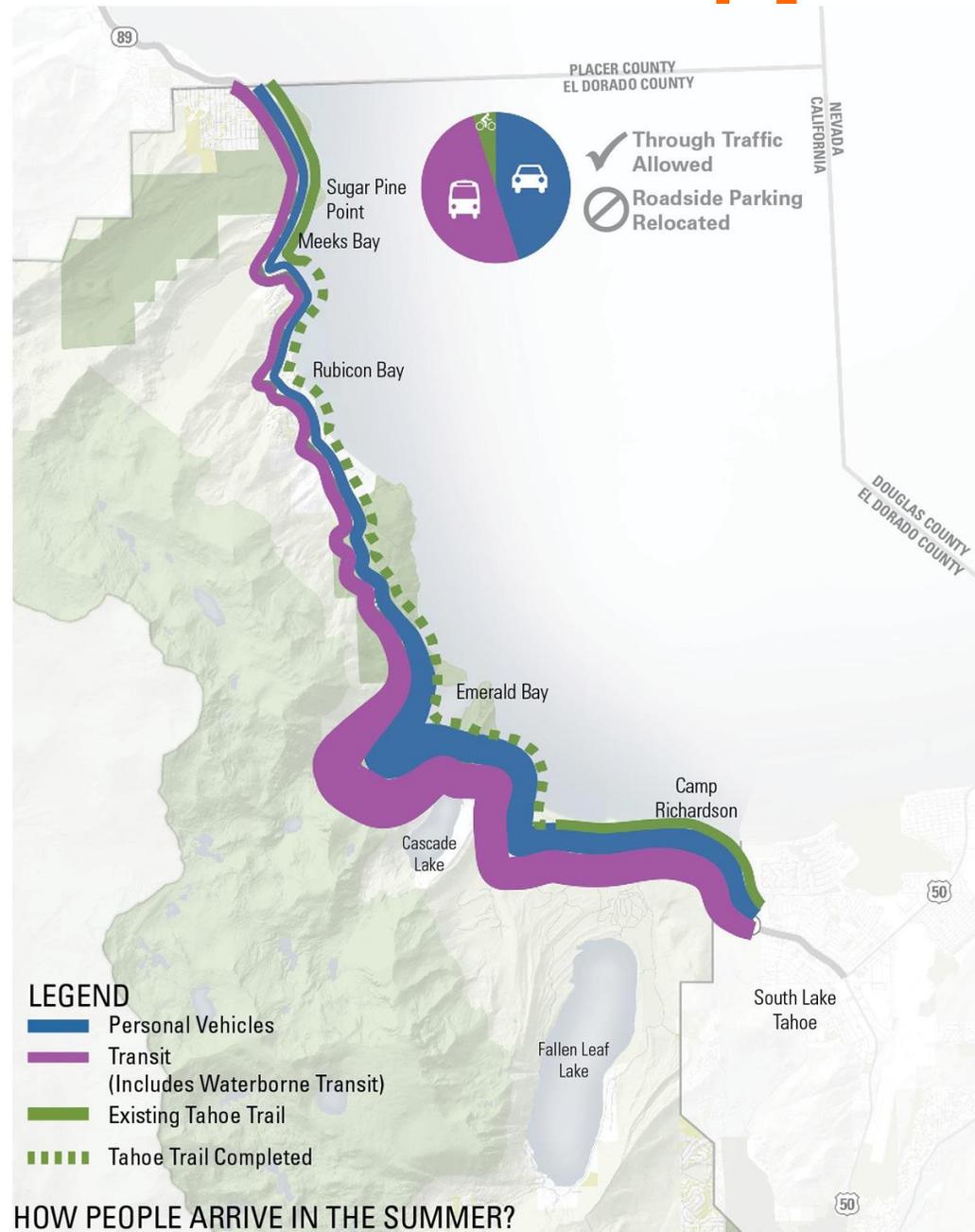
# alternatives | auto dominant visitor



**parking, transit & bike infrastructure**



# alternatives | plan ahead visitor

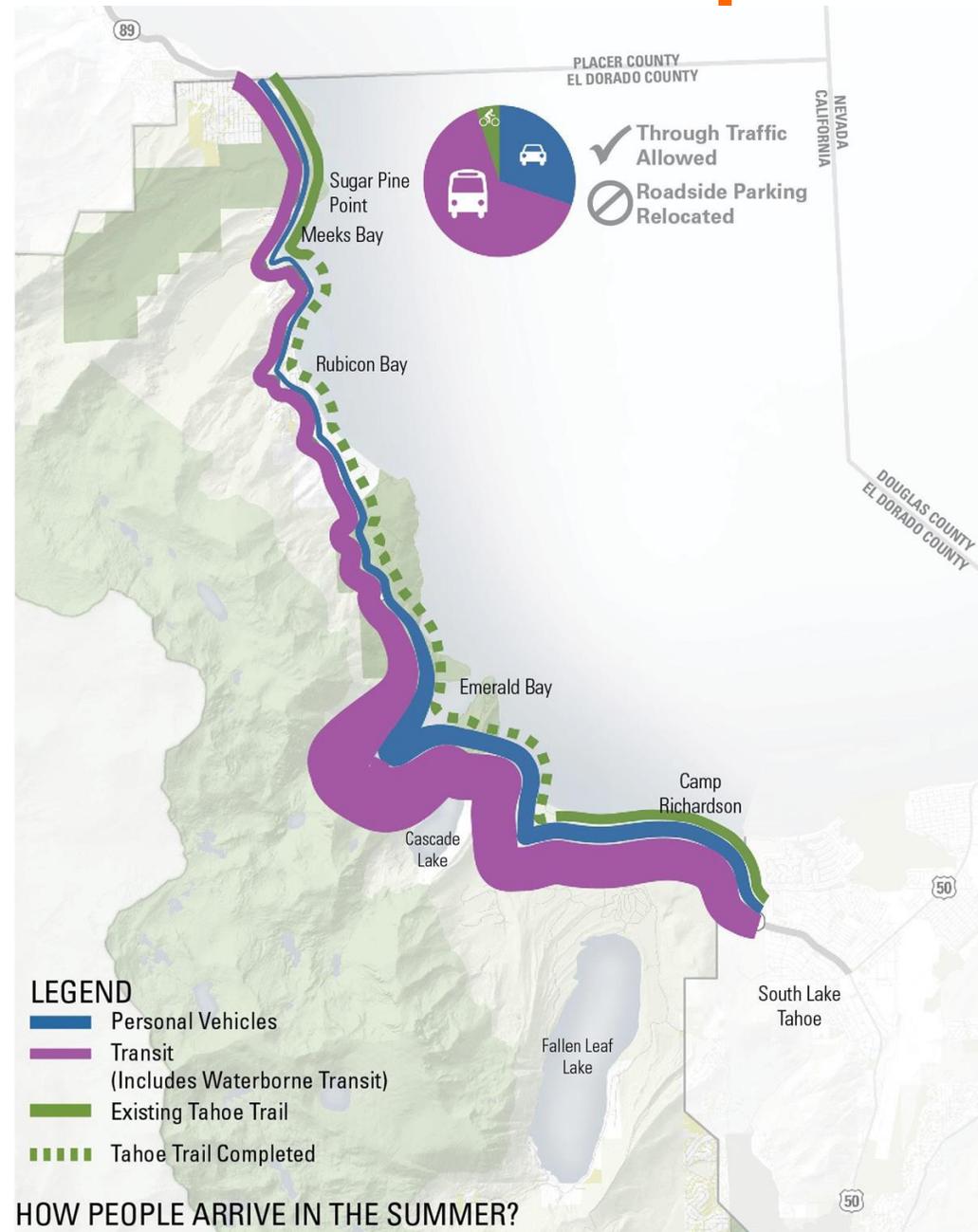


**parking, transit & bike infrastructure**



HOW PEOPLE ARRIVE IN THE SUMMER?

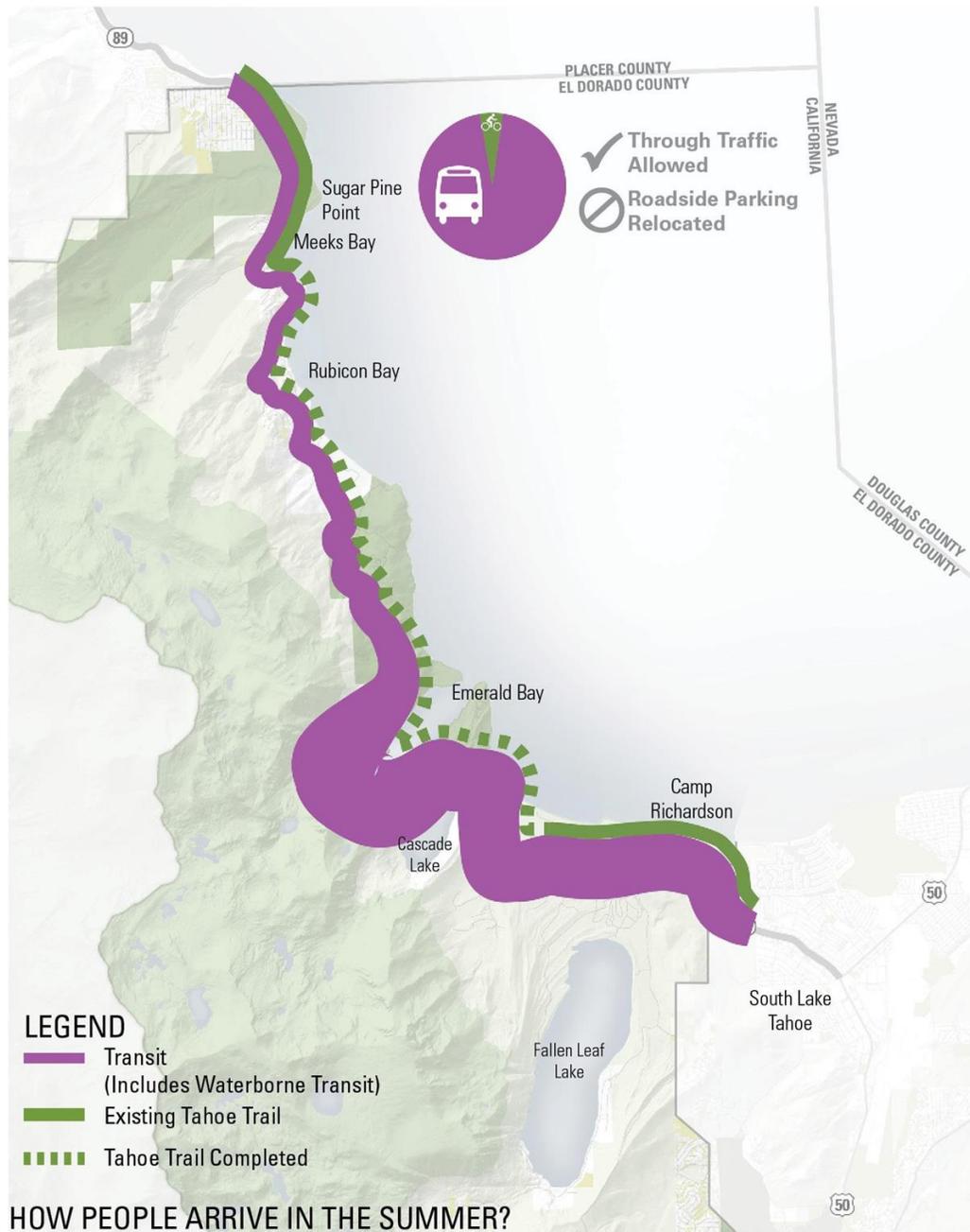
# alternatives | savvy visitor



**parking, transit & bike infrastructure**



# alternatives | car free visitor



**parking, transit & bike infrastructure**



# PROVIDE INPUT | how people arrive in the summer

## What travel alternative do you most support?



1. Auto Dominant Visitor

2. Plan Ahead Visitor

3. Savvy Visitor



4. Car Free Visitor



# corridor opportunities | Pope to Baldwin Segment

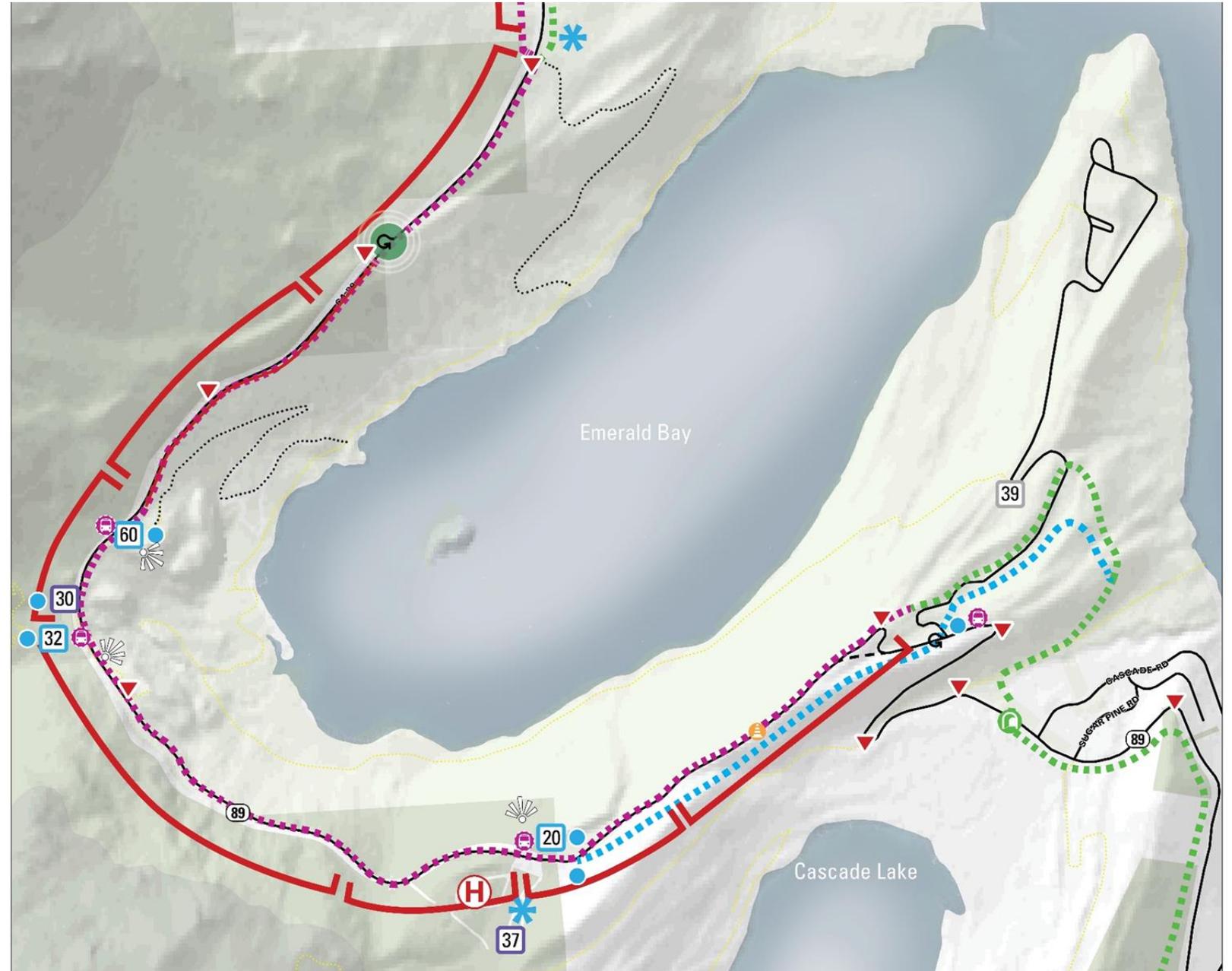
## Jameson Beach Road Intersection

- Study: Holding pedestrians for longer wait intervals
  - ↓ 30 second hold: traffic flow capacity decreased by 5%
  - ↑ 60 second hold: traffic flow capacity INCREASED by 8%
- Study: Pedestrian/customer destinations
  - Relocate Bike Rental to lakeside: reduce 25% of associated ped crossings
  - Relocate Coffee Shop to lakeside: reduce 45% of associated ped crossings
  - Relocating the Ice Cream Shop and mountainside shoulder parking to lakeside: reduce 90% of associated ped crossings



# corridor opportunities | Emerald Bay Segment

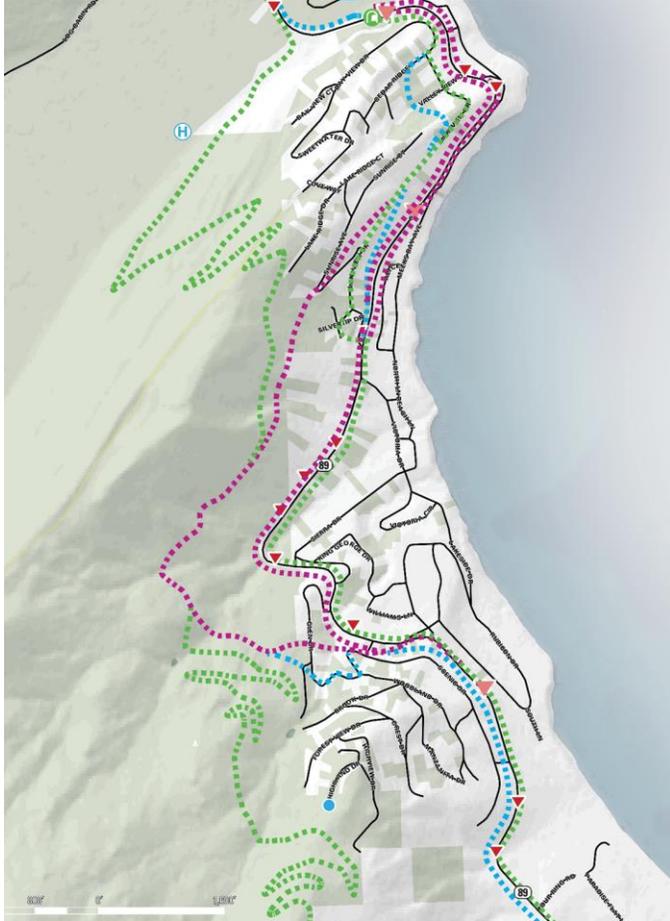
- Restriction/relocation of roadside parking
- Paid parking
- New or expanded infrastructure
- Reservation or transit only access
- Congestion and dynamic pricing
- Tahoe Trail alignment
- Roadway improvements
- Expanded winter access



# corridor opportunities



# Rubicon Bay Segment



- Tahoe Trail Alignment
- Opportunities for new recreation access
- Winter recreation access

# Meeks Bay Segment



- Pedestrian and bike facilities
- Establish “recreation speed limit” (example of Tahoe Meadows on Mt. Rose)
- Integrate with Meeks Bay Restoration
- Washoe Tribe heritage, access, and business



## next steps

- Follow up email with video and short survey
- Public Draft Release
  - 30 public comment period
  - Webinar or Workshop
- Final Plan Released
  - Will be considered for adoption by TRPA and TTD, public comment opportunities

# QUESTIONS

# THANKS FOR PARTICIPATING!

## **project documents and website**

<https://www.trpa.org/transportation/plans-projects-and-programs/sr-89-recreation-corridor-management-plan/>